



Beneficial Electrification Workshop

Illinois Commerce Commission
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Presentation Structure

- Approach to Beneficial Electrification
- Shared E-Mobility
- Demand Charge Holiday
- EV Point of Contact at Utilities
- Fleet Incentives
- Questions

★ Approach to Beneficial Electrification



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EVs are the future of cars, but cars are not the future

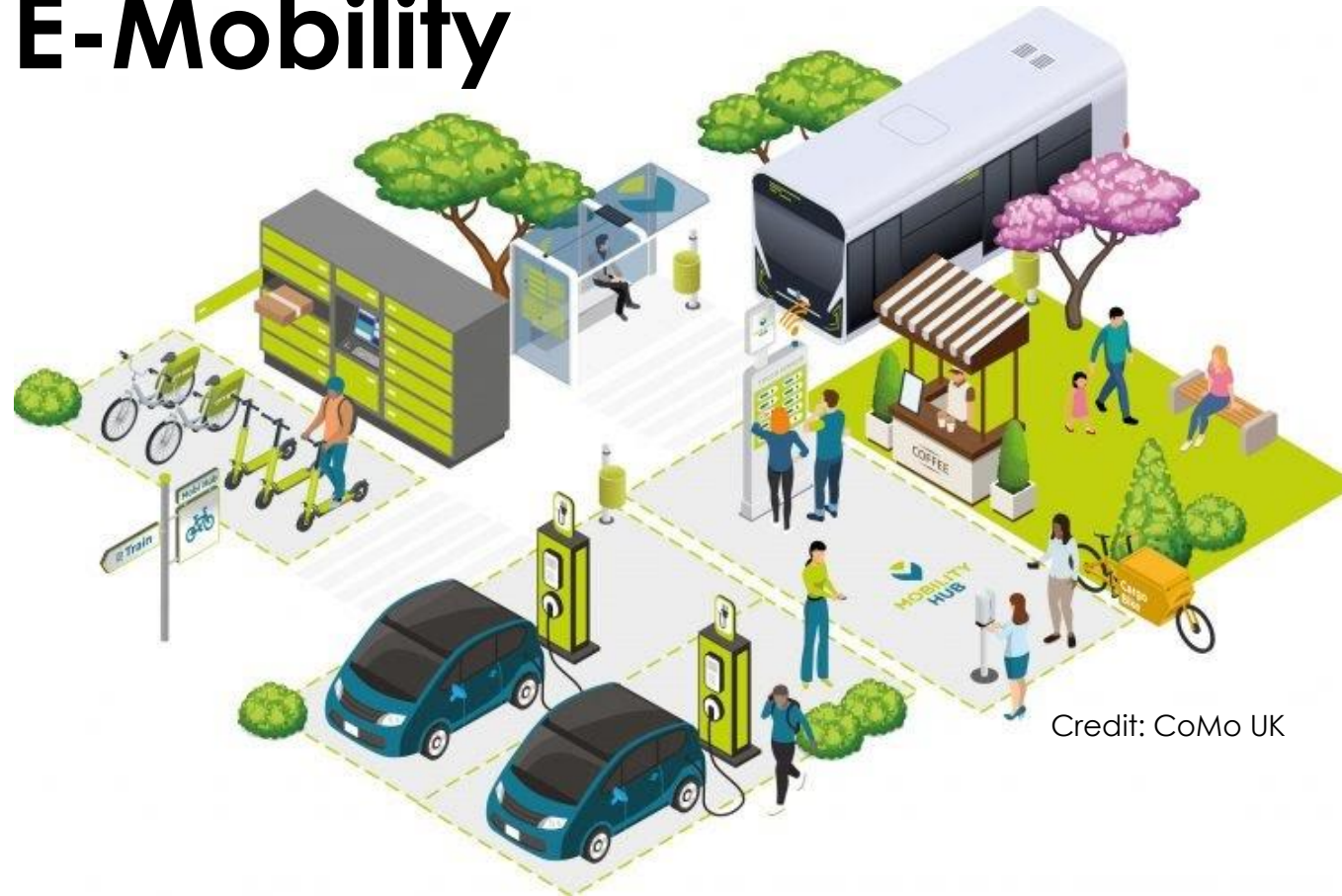
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- However, it's in the best interest of public health, safety and the environment to electrify transportation.
- Following are concepts & incentives to increase electrification across all modes of transportation.

  **Shared E-Mobility**

Mobility Hubs



- Investing in shared, electric mobility (Mobility Hubs) can maximize CO2 reductions and meet the needs of communities experiencing severe transportation inequities.



Demand Charge Holiday

Demand charges are a barrier to transportation electrification efforts

- Electric utility demand charges are additional fees that utilities charge non-residential customers for maintaining constant supply of electricity
- Demand charges can far exceed the cost of a customer's energy use & lead to charging station operating costs that greatly exceed station revenue
- Propose a multi-year "demand-charge holiday"
 - Public Charging Providers
 - Public and Commercial Fleet Operators
- Best practices from Southern California Edison's demand charge relief program and others:
 - National Grid
 - Orange and Rockland Utilities
 - NV Energy
 - PECO Energy
 - Pacific Power



EV Point of Contact at Utilities

Utilities should establish points of contact for different components of electrification plan

- Staff would serve as conduits between stakeholders and the utilities in the development, implementation and evaluation of their Beneficial Electrification Plans
- Staff would coordinate activities related to the following:
 - environmental justice and other eligible communities;
 - public fleets that are located or travel through environmental justice and other eligible communities;
 - public transit agencies; and,
 - for ComEd, the City of Chicago and the Metropolitan Mayor's Caucus.
- ComEd has previously had a staff member serve in this type of role. The absence of such a specialized coordinator can lead to missed opportunities to coordinate on transportation electrification initiatives, share lessons learned, and collaborate on federal funding opportunities.



Fleet Incentives - Vehicles

Electric medium- and heavy-duty vehicle program lessons learned and considerations

- Drive Clean Chicago's Drive Clean Truck Program
 - Point of sale incentive for purchased and **leased** vehicles
 - Issued \$11.3M for 288 trucks and buses 2015-2017
 - Cold-weather technology considerations (hybrids & heaters)
 - Buy America waiver delaying next round of \$18M
- Next round of Drive Clean Truck will prioritize incentives in most overburdened Chicago area communities
 - Collaborating with community partners **Center for Neighborhood Technology** and **Little Village Environmental Justice Organization** on community identification, community engagement and programmatic equity modifications



Fleet Incentives - Infrastructure

Utilities should offer infrastructure programs for fleets, prioritizing fleets domiciled or operating in overburdened communities and public fleets

- Fleets are reluctant to embark on ambitious electrification transition due to lack of charging infrastructure
- "Make-ready" programs can reduce upfront costs of charging infrastructure, accelerating deployment of electric fleet vehicles in Illinois
 - System upgrades including utility side of the meter & to the chargers
 - Technical assistance and planning, for those fleets that need it
- Utility infrastructure-focused programs compliment EV incentive programs offered by the IEPA, CDOT, and USEPA here in Illinois
- Programs should be inclusive of measures that support deployment of new, clean fleet technologies that reduce the number of vehicles on our roads such as e-cargo bikes



Questions

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